

Electronically published by ABS Houston.  
Reference 694821, dated 15-FEB-2011.



Project: 2363984  
Task: 694821/MAR

15 February 2011

Hockema & Whalen Associates  
5450 Leary Avenue NW #252  
Seattle, WA 98107  
Attention: Mr. Michael Whalen

**SUBJECT:** "ANCHORAGE TRADER" ABS ID YY223303  
Gunderson Marine Inc., Hull 97  
343'-6" x 94'-0" x 21'-0"  
Unmanned Deck Barge (U.S. ON 1229871)  
Stability Review on behalf of the U.S.C.G. – NVIC 3-97

Dear Mr. Whalen:

We have your letters dated 14 February submitting the following document:

- 1) "Deadweight Survey #2 Data", dated 03 February 2011
- 2) "Stability Calculations Booklet" Rev A

for our stability review of the subject vessel in association with a molded draft to the summer load line of 16'-7-1/4" (16'-7-7/8" extreme draft), corresponding to the 1966 Type "B-25%" vessel freeboard of 4'-5-1/2" pursuant to Regulation 10 of the International Convention on Load Lines, 1966. This review was done due to the addition of the wear deck.

Having completed our review of the deadweight survey performed on the subject vessel on 03 February 2011 at Northland Services Dock in Seattle, Washington, we have found the following lightship characteristics acceptable:

Weight:	2962.65	Long Tons
VCG:	14.87	Feet Above Baseline
LCG:	0.23	Feet Fwd of Fr. 21 (171.77 Feet Aft of Frame 0)

There is no permanent ballast installed on board the vessel.

Submittal item 1 is stamped "Approved".

Having completed our review of the submitted stability calculations, submittal item 2, we wish to advise that provided the subject vessel is loaded in accordance with the operating restrictions in the attached stability letter, the vessel will meet the requirements of the following intact stability regulations:

- a) 46 CFR 170.170 – Weather Criterion
- b) 46 CFR 170.173 – Righting Energy

Submittal item 2 is stamped "Examined".

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Enclosed is the stability letter for the subject vessel, issued by ABS Americas in accordance with USCG NVIC 3-97. It is the owner's responsibility to ensure a copy of this letter, with the Load Line Certificate, are maintained in a suitable location on board the barge at all time, for the guidance of the Person-In-Charge.

The following comment will be placed on the face of the Load Line certificate:


"This certificate is valid only so long as the operating restrictions in the vessel's stability letter, issued by ABS Americas and dated 15 February 2011, are observed. This certificate is for unmanned operation only."

The above submittals will be returned to you electronically, appropriately stamped to indicate our review. One copy of each of the submittals will be forwarded to the U.S Coast Guard Marine Safety Center upon their request. We have retained one copy of each for our record and file.

An invoice covering the technical service fee for our above review will be sent to the appropriate party under separate cover.

Should you have any questions or we can be of any further assistance, please do not hesitate to contact Matthew Ricciardo at (281) 877-6349. Please refer to ABS Task No. 694821 when responding to this correspondence.

Very truly yours,

  
Mahmood Billah  
Sr. Managing Principal Engineer  
Stability & Load Line Group, SED  
ABS Americas

CC: USCG notification

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## STABILITY LETTER

15 February 2011

Person-In-Charge, "ANCHORAGE TRADER" U.S. ON 1229871  
Gunderson Marine Inc., Hull 97  
343'-6" x 94'-0" x 21'-0"  
Unmanned Deck Barge [I]

You are responsible for maintaining this barge in a satisfactory stability condition at all times and for following the instructions and precautions listed below. All log entries required by 46 CFR 42.07-20 shall be made prior to getting underway for each voyage.

A deadweight survey witnessed by ABS Americas on behalf of the U.S. Coast Guard was conducted on ANCHORAGE TRADER, in Seattle, Washington on 03 February 2011. On the basis of this survey and conservatively assumed vertical center of gravity, stability calculations have been performed. Results indicate that the stability of ANCHORAGE TRADER, as presently outfitted and equipped, is satisfactory for operation on Exposed Waters, provided that the following restrictions are observed.

### OPERATING RESTRICTIONS

1. **ROUTE:** Operation on Exposed Waters is permitted, for unmanned operation only.
2. **FREEBOARD AND DRAFT:** A freeboard of at least 4 feet 5-1/2 inches, from the main deck measured at 1 foot 10 inches AFT of frame 20, must be maintained. This corresponds to an molded draft of 16 feet 7-1/4 inches (16 feet 7-7/8 inches extreme). Trim shall be minimized.
3. **DECK CARGO:** Deck cargo shall be carried in accordance with the attached loading diagrams bearing ABS Americas approval stamp dated 15 February 2011. Deck cargo must be positively secured against shifting prior to leaving protected waters.
4. **TANKS:** Any cross-connections between port and starboard tanks shall be closed when underway.
5. **WEIGHT CHANGES:** This stability letter has been issued based upon following light ship characteristics:

Weight:	2962.65	Long Tons
VCG:	14.87	Feet Above Baseline
LCG:	0.23	Feet Fwd of Fr. 21 (171.77 Feet Aft of Frame 0)

Any alternations resulting in a change in these parameters will invalidate this stability letter. No fixed ballast or other such weights shall be added, removed and/or relocated without the authorization and supervision of the cognizant OCMI or ABS. This vessel is not fitted with permanent ballast.

#### AMERICAS DIVISION

ABS PLAZA, 15855 NORTHCHASE DRIVE HOUSTON, TX 77060 USA  
TEL: 1-281-877-6000 FAX: 1-281-877-8001 EMAIL: ABS-amer@eagle.org WEBSITE: www.eagle.org

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6. **HULL OPENINGS:** Any openings that could allow water to enter into the hull should be kept closed when rough weather or sea conditions exist or are anticipated.
7. **BILGES/ Voids:** The vessel's bilges and voids shall be kept pumped to minimum content at all times consistent with pollution prevention requirements.
8. **WATERTIGHT BULKHEADS:** No watertight bulkheads shall be removed or altered without the authorization and supervision of the cognizant Officer in Charge, Marine Inspection (OCMI) or ABS.
9. **LIST:** You should make every effort to determine the cause of any list of the vessel before taking corrective action.

This stability letter, along with the Load Line Certificate, shall be maintained in a suitable location onboard the barge.



Mahmood Billah  
Sr. Managing Principal Engineer  
Stability & Load Line Group, SED  
ABS Americas

Attachment:

- "Max. Cargo VCG Above Wear Deck (Feet)" bearing the ABS Approval stamp dated 15 February 2011
- "Max. Cargo Height Above Wear Deck (Feet)" bearing the ABS Approval stamp dated 15 February 2011

AMERICAS DIVISION

ABS PLAZA, 16855 NORTHCHASE DRIVE, HOUSTON, TX 77060 USA

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